



## **Resolution # HSRA 12-10**

### **Southern California Memorandum of Understanding [MOU]**

**Whereas**, the Draft Revised 2012 Business Plan reflects the coordination and extensive cooperative planning that has been conducted among state, regional and local partners, aimed at enhancing rail service in Southern California while preparing for full high-speed rail system build-out.

**Whereas**, the Draft Revised 2012 Business Plan (Page 2-1) makes a commitment to a “Blended” strategy in order to ensure development of high-speed rail is feasible in urban communities, making certain the system’s construction and operations are appropriate to the communities the HSR system will impact and serve.

**Whereas**, sharing existing commuter rail facilities in urban areas will not only materially reduce the environmental impacts of the planned full system, while adhering to the statutory requirements of Proposition 1A, but will also result in substantial cost savings as well.

**Whereas**, to implement the blended strategy, the Authority will work with state, regional, and local agencies to establish formal processes to:

- Identify and advance mutually beneficial investments that can proceed quickly using authorized Proposition 1A or other HSR funding;
- Identify additional/new sources of funding that can be agreed upon and put to use for early investments in improvements in the regional/local systems in anticipation of high-speed rail;
- Develop operational procedures to ensure seamless integration of inter-regional and intra-regional transportation services, including coordinated schedules, ticketing, marketing, and other activities;
- Identify potential opportunities for improving financial performance of the various services through improved coordination, potential leveraging of resources, joint purchases and other steps;
- Develop proposals for institutional arrangements that will facilitate cooperative actions; and
- Develop a cooperative and complementary agenda for jointly pursuing federal support.

**Whereas**, in anticipation of the aforementioned strategic approach, a draft Memorandum of Understanding (copy attached) has been developed to address advanced investment of up to \$1B in Southern California as part of CHSRA's commitment to the "Blended" strategy for the construction of

the high speed rail (HSR) system in California. The current and potential Southern California MOU partners include:

- Southern California Associated Governments (SCAG),
- Los Angeles County Metropolitan Transportation Authority (LACMTA),
- Riverside County Transportation Commission (RCTC),
- San Diego Association of Governments (SANDAG),
- San Bernardino Association of Governments (SANBAG),
- Southern California Regional Rail Authority (Metrolink), and
- Orange County Transportation Authority (OCTA) (has not yet signed MOU)

**Whereas**, staff has developed the Southern California Passenger Rail Planning Coalition, a regional rail working group, to promote coordination and cooperative rail planning to implement the “Blended” strategy in the most effective, cost-efficient manner.

**Whereas**, at its March meeting, the Authority Board approved the development of an MOU with Southern California transportation agencies and MPOs to create a program for early investment projects, utilizing high-speed rail funding to begin development of the high-speed rail project in Southern California. The Board directed staff to continue refining the MOU language with the local agencies and work with the Federal Railroad Administration to ensure the MOU language was aligned with the goals of the HSR project, as well as with the statutory requirements of Proposition 1A. Once complete, staff was directed to return the MOU to the Board for formal approval. Finally, the Board noted that the current list of candidate projects developed by the Southern California agencies was illustrative of the projects that could be collaboratively completed, and emphasized that any Prop 1A moneys expended on these early improvement projects would need to comply with relevant statutory requirements.

Therefore it is resolved,

1. The acting Chief Executive Officer is hereby authorized and directed to sign the final Southern California MOU.
2. The Board directs Staff to continue working with all relevant agencies in order to implement the agreement in a manner that reflects timelines laid out in the DRAFT Revised 2012 Business Plan.

Vote:

Date: